

## MINISTERS IN PEKIN

Kempff Cables That They Have Not Left the Capital.

## THEIR FATE STILL UNKNOWN

Refused to Depart When Given Twenty-four Hours' Notice.

## CAPTAIN McALLA WOUNDED

Secretaries Hay, Root, and Long Hold a Conference and Decide That a Formal Declaration That a State of War With China Exists at This Time Is Unnecessary—Not Known That Passports Were Handed to the Foreign Diplomats by the Chinese Government—Believed That Open Hostilities by the Imperial Troops Constitute a Condition of Warfare.

The following despatch was received from Admiral Kempff at the Navy Department today:

"Chefoo, June 29. "Secretary of the Navy, Washington: "Ministers given twenty-four hours to leave on 19th. They refused. Still there. Pekin relief force got half way, attacked by Imperial troops on 18th. McCalla's command had four killed, twenty-five wounded. McCalla and Ensign Tausig wounded, not seriously. Now over 14,000 troops aboard Commander Wise commands at Taku in charge of transportation, rail and river. Combined nationalities find it necessary to make use of some civilians to operate railroads.

"KEMPFF. "The Government officials regard the situation as reported by Admiral Kempff as extremely critical and as deciding the question as to whether a state of war does or does not exist. That the foreign ministers should have been given twenty-four hours in which to leave the city of Pekin is regarded as nothing less than an outrage that should be punished by the powers. "Conger's Fate Still Unknown.

There is great doubt as to the fate of Mr. Conger, although the despatch states that he is still in Pekin, inasmuch as open hostilities now exist against the American and other diplomatic representatives. It is considered possible that all may have been killed.

It is clearly and distinctly stated that the Chinese Imperial troops, and the Boxers, attacked the American relief column and wounded Captain McCalla and Ensign Tausig, besides killing four Americans. It was stated by a State Department official this morning that the diplomatic situation as to China had been strained to the breaking point, and that there was now neither hope nor excuse for inaction. "We will stand before the world as cowards," said he, "unless we defend our interests, and avenge our murdered and outraged subjects. I do not see that we can now take any other step."

Conference of Secretaries. Secretary Hay was ill today and did not appear at the State Department at the usual hour. Mr. Wu, the Chinese Minister, called, but would say nothing. The fact that his Government had outraged the American Minister and had murdered American subjects seemed to depress him and he refused to discuss the matter.

A council was held by Secretaries Long and Root, and Assistant Secretary of State Hill, over the despatch, and Secretary Hay was sent for by special messenger. The contents of the despatch were then wired to the President, who was en route to Canton. The serious turn of the situation and the fact that war does exist, was admitted by officials after the conference. The War Department officials intend to send a second regiment from Manila on the Sherman at once and several of the big battleships will be ordered to Chefoo by the Navy Department at once.

Secretary Hay arrived at the State Department at 12:15 in response to the message, and at once held council with Secretaries Long and Root.

They were in consultation for nearly an hour, the conference adjourning at 12:30 o'clock. On the adjournment it was announced that after reading all the official despatches and talking over the situation the three Secretaries had determined that there was no action necessary for the Government to take at this time. The official advice, it was agreed, did not clear up the situation and it would be foolish for the Government to attempt to determine so serious a matter as whether there was ground for a recognition of a state of war until the fullest possible details had been received, particularly of conditions at Pekin.

The Secretaries decided therefore that no instructions should be sent to Admiral Root to Baltimore and Re- \$1.00 turn via Pennsylvania Railroad. Account 4th of July, tickets on sale July 2, 3, and 4, good to return until July 5.

One Fare to Kansas City and Return via B. & O. Account National Convention Democratic party. Tickets sold and good going July 3, 2, 3, good for return leaving Kansas City until July 5.

Flynn's Business College, 5th and K. \$5—Census Office Examination—\$2

Plastering Laths, \$3.00; finest Laths at lowest prices at Friendly Corner, 6th and

Kempff or other United States officers in China, and that there was no necessity of sending to the President any special advice.

In considering the statement of Admiral Kempff that the ministers had been given twenty-four hours to leave Pekin, the three Secretaries were agreed that this did not show conclusively that the Chinese Government had handed the ministers their passports and thus declared war against the nation which the ministers represented. Generally, they concluded that everything was being done for the protection of American interests and that nothing had yet happened of which the Government was aware, to justify extraordinary military and naval preparations.

All the ships and men that had been asked for had been sent and the Government was willing to send as many reinforcements as were required. That Government, it was said at the conference, was going more than France, which had territorial interests near to the present scene of trouble, and more than Italy, Austria, and the smaller European nations taking part in the suppression of the disorders.

As for England, Germany, Russia, and Japan, their large participation was only natural on account of their great territorial and political interests in China. For the present, it was announced by the Cabinet conference, the efforts of this Government would be directed to the protection of American interests and the existence of a state of war between China and the United States would not be recognized.

The Navy Department has decided to order the New Orleans to Taku in place of the Oregon. This, with the Brooklyn, and the smaller vessels will give the United States a fair representation in Chinese waters. The New Orleans is at present acting as station ship at Cavite, and is ready to sail at short notice.

## MINISTERS SAID TO BE SAFE.

State Department Hears From Ambassador Choate. The State Department has a despatch from Ambassador Choate, in London, reporting that he has reliable information that the foreign ministers were safe in Pekin on June 29.

## MINISTER WU RETICENT.

Declines to Give an Opinion on the Acts of China.

For the first time since the trouble in China, Minister Wu has become reticent. After his visit to the State Department this morning, which was a very hurried one, he returned to the legation, and when a reporter called he was informed that the Minister was not at home. Word was sent up to his office that very important cablegrams had been received and the Minister's curiosity was aroused enough to result in an interview. When told that Imperial troops had fired upon the allied forces, and asked if this was not a declaration of war, Mr. Wu replied that he would make no answer to that question, as he could not be certain that the Imperial troops had fired upon the allied forces.

He replied by his answer and manner great concern at this news, and refused to say such action by the Imperial troops was not a declaration of war, although pressed for some sort of an answer. "Have you heard that the foreign ministers were ordered out of Pekin on twenty-four hours' notice?" was asked. "No, I have not, and I don't care to say anything about that or anything else that I have no official information about," was the reply.

Mr. Wu would not discuss his visit to the State Department today beyond saying that he had no messages to give out at the legation in fact, denying that he had any news whatsoever. As matters grow more alarming, Mr. Wu grows more reticent. During the last week he has been very willing to explain anything and has offered the most plausible excuses for every alarming piece of news of disaster that has come. Today he shut himself up in his office with his secretary and left word that he was not at home to newspaper men.

## TAUSIG A WASHINGTONIAN.

The Wounded Ensign Educated in This City.

Ensign Joseph A. Tausig, who, with Captain McCalla, of the Newark, was wounded in the fighting between Admiral Seymour's column and the Chinese, is a son of Commander Edward D. Tausig, of the gunboat Yorktown now at Chefoo. Ensign Tausig was educated in the public schools of Washington and at the Naval Academy. He commanded the prize company of the Washington High School Cadets during his last year of school life here. In February, 1899, while still a naval cadet, he was assigned to the Newark and went in that vessel to Manila.

## CAPTURE OF AN ARSENAL.

British Losses in a Fight Northeast of Tientsin.

LONDON, June 29.—The War Office has received the following from Colonel Doreward:

"Chefoo, June 29.—(1:15 p. m.)—The arsenal northeast of Tientsin was captured on the morning of the 27th by the combined forces. The British forces were the naval brigade and one of the English Chinese regiments. All the remainder were held in reserve. The naval brigade had four killed in action and fifteen wounded, including two officers. The Chinese regiment had no casualties. The latter checked a river attack by the Boxers on the left flank with heavy loss to the enemy. DOREWARD."

July 4th Holiday on B. & O. R. R. Tickets at reduced rates sold between Ohio River points and Baltimore, on July 2, 3, and 4, valid for return until July 5.

Quick Service to Kansas City via B. & O. And points beyond, as well as intermediate, on B. & O. train, leaving Washington 10:05 a. m., reaching St. Louis at 12:40 and Kansas City 2:30 p. m., next day.

\$1.25 to Baltimore and Return via B. & O. Saturday and Sunday. June 30 and July 1, good for return until following Monday. Tickets good on all trains except Royal Limited.

Sound, good, No. 2 Flooring, only \$2 per 100 sq. ft.; No. 3, pine, Frank Libbey

## ANXIETY FOR DIPLOMATS

London Continues to Fear That They Have Been Slain.

The Information That the Ministers Are Still in Pekin Fails to Allay Apprehension Concerning Them. American Marines Praised for Their Gallant Work in the Relief of Tientsin—Column Under the Russian Colonel Stoessel Probably Pressing Forward to the Chinese Capital—Forces Landed at Taku, Port Destroyed by a British Boat.

LONDON, June 30.—There is no abatement of the general concern for the foreign diplomats, although it is now known that they did not leave Pekin, having refused to accept the warning of the Chinese, who, on the 19th of June, gave them twenty-four hours to leave the capital. It is feared that, angered by this, the Boxers and their allies have destroyed the ministers, and this will be believed until a relief column reaches Pekin and reports otherwise.

A despatch from Taku repeats the report that a rescue party, under Stoessel, the Russian colonel, is pressing forward to the Chinese capital, after relieving Seymour's expedition.

Several interesting despatches concerning the relief of Tientsin and the situation at Taku have been received. The following, dated Taku, June 27, 4 p. m., and sent today from Shanghai, at 5:55 a. m., has been received:

"Colonel Scheningski arrived at Taku this morning. He reports that Vice Admiral Seymour's column has been relieved, and is now at Tientsin. The column which relieved Seymour, under the Russian colonel, Stoessel, is believed to be pressing on to Pekin. In spite of the previous reports there were no Pekin people with Seymour. No details have been received as to Seymour's losses as yet.

"The Japanese are now landing 2,000 troops here. The total number of Europeans so far landed is as follows: "British, 3,200; German, 1,300; Russian, 4,500; Japanese, 2,600; French, 500; Italian, 200; Austrians, 150, and Americans, 330, total, 13,780. This includes approximately 500 Pekin guards and a French battalion of 500 from Saigon, which is expected hourly. All the troops are pressing forward as rapidly as possible.

"Yesterday the British torpedo boat destroyer Fame ascended the river beyond Tientsin and examined the Heichung fort. She found it deserted and destroyed it. Today Lieutenant Jayne, of the Newark, took an armed tug and is examining the river from Taku to Tientsin.

"Major Waller's battalion of American marines played a fine part in the relief of Tientsin. After the repulse of the Russian and American column on the twenty-first, they retreated to Chung-lan-chung, where they received reinforcements, which brought their number up to 2,300, with six guns.

"On the 22d further re-enforcements of Russians, Germans, and Italians increased the strength of the column to 3,500. At 1 o'clock on the morning of the 23d the force advanced in two columns. Major Waller's force with the British and the Russian Welsh Fusiliers under Commander Crabbe formed the firing line on the river bank. The Russians, Germans, and others took the road where the column had been repulsed on the 21st. This column met the enemy and got into a fight. Waller rushed to re-enforce the Russians, Germans, etc., and took the advance. The American marines volleyed magnificently. The Chinese exploded a mine under the marines but inflicted little damage beyond some bruises. Then Major Waller rejoined the British and attacked the military college. While crossing the river Prince Hunter, of the marines, was killed, and Sergeant Taylor and Corporal Pedrick wounded.

"The column charged the villages near the walled city and entered Tientsin in the afternoon. They found the American force there of 250 marines and 200 bluejackets under command of Lieutenant Irwin and Cadet Pettinelli, in good shape. Private Nichols had been killed and one wounded. The men had plenty of ammunition left. Admiral Seymour was then entrenched eight miles north of the city. He was surrounded and was being shelled constantly.

"The breach-blocks of the guns of the Chinese flagship have been distributed among the British, German, and Russian flagships.

"Four Chinese gunboats, which were captured by the British, have been distributed as follows: One each to the Russians, French, and Germans. The English retained the other. One of the gunboats was offered to Admiral Kempff, but he declined to accept it."

The following letter has been received from Rear Admiral Kempff by United States Consul Fowler at Chefoo:

"Since communication was interrupted on June 10 we have received only one Pekin despatch, dated June 13. There is no later direct or indirect news from United States Minister Conger. Four hundred and thirty foreigners, including fifty-six Americans under Captain Myers, went to Pekin to guard the legations. On June 10 one hundred Americans joined 2,400 others and started to relieve Pekin, with Chinese sanction. On June 12 they were at Lang-fang. Since then they have not been reported. They had a week's supplies. Notify the Governor of Chinan Yamen that any news he can obtain or that is obtainable, or any effort possible to relieve the legations, should be done at any hazard. All our energies here are necessary to relieve Tientsin."

The Chefoo despatch containing the above, says that it has just been received by a Japanese warship from Taku.

\$1.00 Via B. & O. to Frederick, Hagerstown, Winchester, and Martinsburg.

From B. & O. Station, 7 a. m., Sunday, July 1. Returning, leave Winchester and Hagerstown at 7:15; Martinsburg, 7:15; and Frederick, 7:30 p. m., train stops at intermediate stations.

\$2.50 Special Saturday Trip, \$3.50 To "Old Point," Norfolk, Virginia Beach, and Ocean View, via Norfolk and Washington steamer, Saturday, 6:30 p. m. Round-trip tickets to Port Monroe and Norfolk, good to return Sunday at 10:00. Schedule, page 7.

\$1.00 To Chautauque and Re- \$1.00 turn via Pennsylvania Railroad. Tickets good going on 7:45 a. m. train from Washington, Friday, July 6, and for return, when properly validated, not later than August 4.

Lumber has dropped at the Friendly Corner, and sound, best boards, \$1.00, at 6th and N. Y. ave.

## THE PRESIDENT AT CANTON.

City in Holiday Attire to Greet Mr. and Mrs. McKinley.

CANTON, Ohio, June 28.—President and Mrs. McKinley, accompanied by Secretary Cortelyou, Assistant Secretary Barnes, and Dr. Rixey, arrived in Canton this morning at 10 o'clock in a special car attached to the regular train over the Pittsburgh, Ft. Wayne and Chicago Railway. According to the arrangements, the Presidential party was met at the depot by the 1886 citizens' reception committee accompanied by the famous Grand Army Band, the Canton Troop, the soldiers of the Spanish-American war, and thousands of men, women, and children, all eager and anxious to see President and Mrs. McKinley.

The committee, band, troop, and soldiers met at the public square at 9 o'clock and marched to the depot, followed by hundreds of citizens, waving flags and cheering. Hundreds of other citizens were at the depot when the escort committee arrived and hundreds more lined the pavements along the streets to the depot.

Flags and bunting were hung to the breeze from residences and business blocks, pictures of the President adorn walls and windows all over the business portion of the city.

When the train came to a stop and the President, with Mrs. McKinley leaning on his arm, stepped to the platform, the shouts of welcome could be heard in every direction. There was a rush to grasp the hand

of the President, but on account of the large crowd this pleasure was only enjoyed by a few until the Presidential party reached a more accommodating place. While the band played "Welcome Home" the President and party were escorted to carriages and driven to the McKinley cottage, on North Market Street. This cottage is now the President's own, having been purchased by him during the early winter. It became well known during the campaign of 1896 because from the front porch Mr. McKinley made speeches to the hundreds of visiting delegates.

In this cottage, which has been somewhat enlarged and repaired, President and Mrs. McKinley first went to house-keeping, and in it he was informed by the 1886 notification committee of his nomination for President. Here he will be notified of his renomination on July 12. Upon the arrival of the party at the cottage, which is in readiness for them, many hundreds of citizens shook hands with the President and extended to him a welcome. The President spent the entire day of the cottage in rest, with the exception of occasionally going to the reception room to meet and greet some old neighbors and friends.

Three automobiles, which have been purchased by him during the early winter. It became well known during the campaign of 1896 because from the front porch Mr. McKinley made speeches to the hundreds of visiting delegates.

Weather clear. Got under way and struck Pinnacle Rock. Much water in forward compartment. Perfectly smooth. Shall charter steamer if possible at Chefoo and lighten the ship. Rock brough side of ship above double bottom, about frame 19. Some holes also through bottom of ship.

The following despatches were received immediately after the above:

"Honolulu, June 29. "Secretary of the Navy, Washington: "Princeton arrived. Brooklyn leaves for Nagasaki. The Zafiro, at Chefoo, has been sent to assist Oregon reported by Rodgers on a raft south of How-ki light. Iris going to her assistance. REMEX."

"Chefoo, June 29. "Secretary of the Navy, Washington: "His going to the assistance of the Oregon. RAYMOND RODGERS. "Commanding Nashville."

The despatches are regarded by the officials of the Bureau of Navigation and the Navy Department as meaning that the Oregon is already damaged and will be useless as far as service in the Chinese waters is concerned. It is believed that with a rock through the side of the ship, holes in her bottom, and the forward compartment flooded, it will take several weeks to get her off the reef without tearing the plates to splinters. She will then have to be towed to a dry dock and at least a month's repairs made.

The fear was expressed at the Navy Department that this being the typhoon season, a storm may come up while the vessel is on the rocks. In that event there could be no hope of saving the Oregon, as the big battleship would surely be pounded to pieces on the reef.

Arrangements have been made today with the Japanese and Russian Governments for the docking of the Oregon in case she can be gotten off the reef safely. The Japanese Government has a dry dock at Nagasaki, while the Russian Government has one at Port Arthur. Either of these is large enough to receive the battleship.

The large hole in the Oregon's bottom is seventy-six feet from her bow, and in a dangerous place. It will not be known how serious the damage is until the location and extent of the other holes have been ascertained.

The accident to the battleship is regarded as very unfortunate at this time as she was en route to Taku under full steam, and was badly needed at that place. She carried 200 extra marines, besides her crew, and was to have been a very important factor in the settlement of the trouble on the Chinese coast. The point where the vessel is aground is about fifty miles north of Chefoo.

It was stated at the Navy Department that it had been the intention to use the Oregon for shelling in deep water harbors and for general bombardments. It is deeply regretted that the squadron will be without the aid of the battleship.

The principal officers of the Oregon, in addition to Captain Walker, as shown by the Naval Register, issued at the beginning of this year, were as follows:

Lieutenant Commanders Alexander McCrackin and Frank H. Eldridge, Lieut. C. A. Bell, Charles M. McCormick, Lieut. C. A. Bostwick, Lieutenants, Junior grade, William H. McGraw and John R. Morris; Ensigns Rufus Z. Johnston, Jr., and Charles P. Burl; Navy Cadets Guy

His Condition Improving, and He May Return to Duty. Secretary Gage, of the Treasury Department, who is at Atlantic City for his health, is improving rapidly. He may be back at his desk after the Fourth of July, although his friends are trying to persuade him to take a longer rest.

Assistant Secretary Vandervliet has returned here from the front is that the war is over, and that Presidents Kruger and Steyn will soon surrender.

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Change in Schedule Southern Railway and Extension of Washington & Ohio Division to Bluemont, Va., Effective July 1, 1900.

The only change in schedule of Southern Railway July 1 will be in train No. 27, on Washington and Ohio Division, which will leave Washington at 4:30 p. m. week days, instead of 5:20 p. m., as at present.

Attention is called to the extension of the Washington & Ohio Division through to Bluemont, Va., which, after July 1, 1900, will be the terminus of that line.

\$2.50 Special Saturday Trip, \$3.50 To "Old Point," Norfolk, Virginia Beach, and Ocean View, via Norfolk and Washington steamer, Saturday, 6:30 p. m. Round-trip tickets to Port Monroe and Norfolk, good to return Sunday at 10:00. Schedule, page 7.

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## THE OREGON IN DANGER

Pierced by Rocks When Stranded in the Gulf of Pe-chi-li.

Captain Wilde Reports That the Vessel Has a Hole in Her Side and Others Below the Water Line. Forward Compartment Flooded. Accident Due to Fog—Several Steamers Ordered to the Assistance of the Battleship—Navy Department Officials Fear That a Typhoon May Cause the Great Fighting Machine to Pound to Pieces.

The Navy Department today received a cablegram from Captain Wilde, commanding the Oregon, stating that the vessel had run on rocks in the Gulf of Pe-chi-li. The message is as follows:

"Chefoo, June 29. "Secretary of the Navy, Washington: "Anchored yesterday; dense fog; in seventeen fathoms; three miles south of How-ki light, Gulf of Pe-chi-li. Sent out two boats and sounded—least water five and one-half fathoms.

Weather clear. Got under way and struck Pinnacle Rock. Much water in forward compartment. Perfectly smooth. Shall charter steamer if possible at Chefoo and lighten the ship. Rock brough side of ship above double bottom, about frame 19. Some holes also through bottom of ship.

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## HISTORY OF THE OREGON.

Particularly Noted for Her Record Run Around the Horn.

The Oregon was built at the Union Iron Works, San Francisco, and was launched in 1893. She was designed by Lieut. Lewis Nixon, of the Naval Construction Bureau, and Irving M. Scott, of the Union Iron Works, is credited as being her builder. She has a displacement of 16,228 tons and is 348 feet long, 63 feet 3 inches beam and 27 feet 1 inch draught. She has twin propellers, an indicated horsepower of 11,110 and a speed of 15.7 knots. Her coal capacity is 460 to 1,640 tons. She carries 473 men. Her armor belt is 18 inches thick and her deck plating is 3 inches.

The vessel is renowned as holding the record of all the navies of the world in having made a run of 14,700 miles, between March 6, 1898, and May 24, 1898, steaming from Puget Sound to Jupiter Inlet, Fla., in time to aid in the naval blockading of Cuba. During this trip she made 5,676 miles without stopping. She is con-

sidered one of the finest battleships ever built. She was very much in evidence during the Spanish war and in the battle of Santiago not only sunk the Cristobal Colon, but aided in sinking every vessel of Cervera's fleet.

The Oregon carries four 13-inch guns in fore and aft turrets, and has eight 8-inch and four 6-inch guns on her broadsides. She has twenty 6-pound rapid fire guns, six 1-pounders, and four machine guns.

In the report of the Secretary of the Navy for 1898, a great compliment is paid to the Oregon as holding the record of all the navies. "Always ready for action and never starting a bolt," were the words used.

After the Spanish war the Oregon was sent to San Francisco and remained around Cavite until the orders came which sent her to Taku.

Many leaders from the South and West are not disposed to consider seriously the candidacy of Representative Sulzer. In fact, the Sulzer boom is already on the wane. The advance agents of Sulzer have everyone their work. The arrival of Hill and Croker is being awaited with great interest.

All the candidates for second place will not be here until Tuesday, and many things may happen in three days, but few present indications point to a strong favorite against the field. Mr. Bryan, it is reported from all sources, has refused to express any preference, but the announcement of Mr. Towner that he expects to be nominated has spread the impression that his selection would be entirely satisfactory to the head of the ticket. His canvass is better organized than that of any other man in the race, and his followers are hustlers.

B. F. Shively, of Indiana, is considered very much in the race, for the sole reason that the Hoosier State is regarded as doubtful in this contest, but his boom is not yet in earnest. There has been an effort to have some of the routine business arranged in advance. That will be left to the delegates.

George Fred Williams, National Committeeman and leader of the Massachusetts delegation, said today: "The Massachusetts Democracy has been careful to mention 16 to 1 in every platform adopted since 1896, and there is no reason why the Democratic party should not stand by its guns. New England, with the possible exception of Connecticut, wants no quibbling over the financial plank."

Senator J. K. Jones, Chairman of the National Committee, says that it is not the plan of the committee to have Mr. Bryan nominated on the opening day of the Convention. "The National Committee has made no plan for the work of the Convention," said he, "but at the same time I shall not be surprised if Mr. Bryan is nominated on the opening day, the Fourth of July."

Senator Jones, who is apparently slated for re-election as Chairman of the National Committee, declines to discuss the platform except in general terms. He insists that the making of the platform will be left entirely to the Committee on Resolutions